



The Rhumb Line

Maine Maritime Museum

June 1998

Number 16

***Endeavour* Visits Bath in September**

HM Bark *Endeavour*, a replica of one of the world's most famous exploration ships will make Bath a port-of-call as part of her 1998 American itinerary. She is an Australian-built reproduction of His Majesty's bark *Endeavour*, which carried James Cook on epic voyages of discovery in the Pacific Ocean beginning in 1768.

Endeavour will be open from 10 a.m. to 6 p.m. September 26-29 at the museum's Deering Pier. Separate admission will be charged. The ship will then be open at the Bath town dock during October 1-4. Admission will be charged.

The National Geographic Society is sponsoring *Endeavour's* North American tour. Her call at Bath will be co-hosted by Maine Maritime Museum and the City of Bath.

Ten overnight accommodations are available for anyone 15 years old or older. Participants will experience life as a member of the crew and will partake of breakfast on board. The cost is \$50 per person. Reservations are being taken on a first-come, first-served basis.

We will need twelve volunteers every day during her visit as well as volunteers to house some of her crew members. Some crew positions may also be available. Please call Ruth at (207) 443-1316 if you can help.



© HM Bark *Endeavour* Foundation

Designers' Victorian ShowHouse Opens July 18

The long-anticipated "makeover" of the museum's historic Donnell House becomes a reality on July 18 when the Designers' Victorian ShowHouse opens. Designers from Maine, Ohio and New York will debut design themes faithful to the late Victorian period (1880-1910).

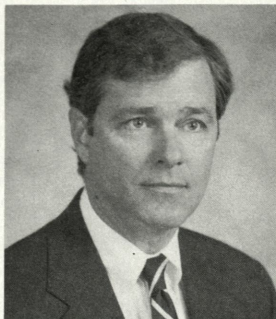
The ShowHouse will be open six days a week through August 16. Hours of operation will be 10-4 Tuesdays, Wednesdays, Fridays and Saturdays; 10-8 Thursdays; and noon to 4 Sundays. Admission is \$15. A special rate of \$13 is offered on advance sales, and for Senior Citizens and Maine Maritime Museum members.

A Gala Opening Party on Friday, June 17 leads off a schedule of special ShowHouse events, which will include a series of lectures on Victorian design, landscape and decoration to be held at the Bath Savings Institution meeting room, or at Sewall House during ShowHouse Month.

Volunteers are needed to staff the ShowHouse. Please leave your message of interest with Elena Vandervoort, ShowHouse Chairman at 443-3113; or Kathryn Klingaman, Volunteer Chairman, at 443-5193.

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*Our Mission is to collect, preserve and interpret materials relating to the maritime history of Maine
and to promote an understanding and appreciation thereof.*



From the Chart Table

Some recent events and occurrences which inspire even the faithful:

The American Association of Museums' Accreditation Committee has certified the museum worthy of reaccreditation (*see page 3*). This is the third time we've been through this rigorous program of self-study and peer review. We remain in very exclusive company as an AAM accredited institution. This certification recognizes the professionalism and diligence of every one of our staff and volunteer staff as well as of the wise and dedicated counsel of our Board of Trustees.

Second, we have begun the early steps which will lead to a capital campaign to fund a number of exciting projects. This is at such a preliminary phase I shouldn't be talking about it. But I am moved to share with you the enthusiasm and zeal with which this organization is gearing up to tackle some big issues, the result of which will be a nearly irresistible organization.

Third, we've attended to some human resource evolutions the way in which a mature, well-run institution should. At the end of a second distinguished career (the first culminating as Fire Chief of the City of Bath) Norman Kenney retired from the museum as Chief of Maintenance and Security. We were fortunate to be able to promote David Boulette, Head of Waterfront and Grounds Maintenance into Norm's position. We were then lucky to find Louis Beaulieu ready and willing to sign on as Dave's replacement. Thus we are saddened by Norm's departure but we've scarcely missed a stroke in keeping up this critical dimension of the museum's operations. Actually, Norm has become our newest volunteer, so, except when the fish are running, we'll likely continue to see a lot of him.

Fourth, we have hired a Director of Development to fill a post which has been vacant for just more than a year. Darcie A. Lincoln joined us during May and will assume responsibility for organizing all fundraising activities as well as coordinating public relations and advertising. Darcie greatly expands the capability and depth of the management team.

Finally, our ranks have begun to swell in earnest with returning summer volunteer staff. Greeters now welcome guests to Sewall Hall. Shipyard tours are running at two per day and will soon be at four per day. Registrar Darren Poupore and Curator Bob Webb led "insider" tours of curatorial storage for returning and new volunteers. And there are many new volunteer faces in the store. We're ready for summer and look forward to seeing many of you here in the next several months.

Tom

Thomas R. Wilcox, Jr.
Executive Director

The Rhumb Line

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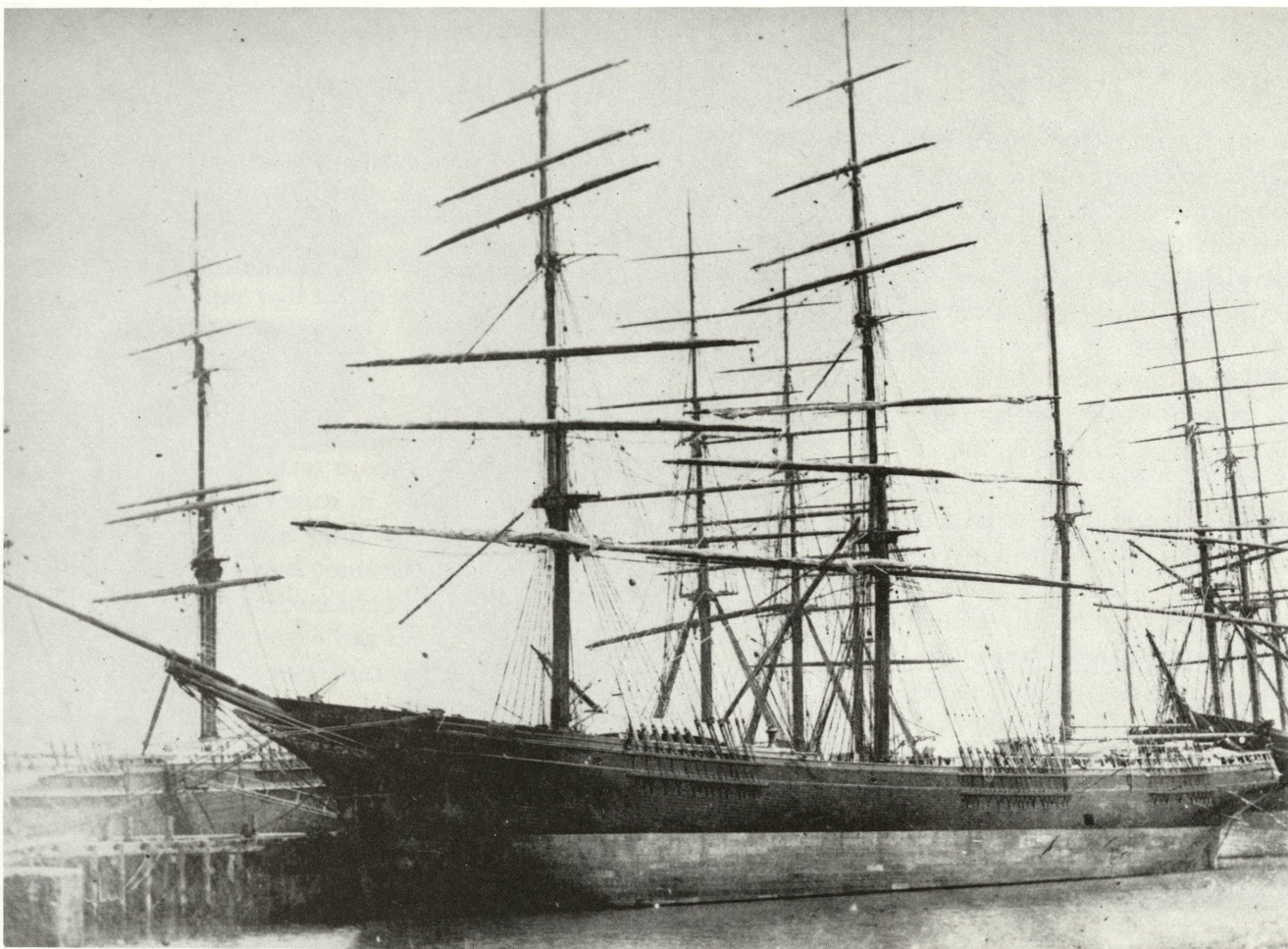
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Gallery —

The curator's quest to identify a W.P. Stubbs painting of a Downeast bark with two skysails crossed over double topgallants, a double-gaff mizzen and a long trailboard led Symposium participant Richard Reisdorf to the museum's library for this photo of the Bath-built bark Gerard C. Tobey. Built in 1878 by Goss, Sawyer and Packard for the New Bedford merchant William H. Besse, the Tobey measured 208.7 x 39.1 x 23.6 feet; 1,459 tons.

Besse's later barks such as the Belle of Bath are well known but they carried elaborate figureheads. Bob Webb hopes that someone has information about Besse's earlier barks, among them the Mary S. Ames, Wm. W. Crapo, George S. Homer and Gerard C. Tobey.

— MMM Collections

MMM Earns Reaccreditation

The museum has again been awarded the highest professional honor a museum can receive: accreditation by the American Association of Museums (AAM). Accreditation certifies that a museum operates according to standards set forth by our profession, manages its collections responsibly and provides quality service to the public. Only ten percent of all American museums (11 of them in Maine) are accredited.

"We hope the people of Maine share our pride in having earned this prestigious honor," said MMM Executive Director Tom Wilcox. "This process was rigorous and demanding, since we examined virtually every aspect of our museum's operations. A year of self-study and an on-site review by a team of experienced museum professionals was required."

Accreditation status not only confirms the professional caliber of the museum. It is a criterion when applying for certain grants, and also attracts the most highly-qualified job applicants. The museum first won accreditation in 1973 during the tenure of Woolwich maritime historian Ralph Linwood Snow, the museum's first professional director. A second accreditation was awarded by the AAM in 1983.

The American Association of Museums is a national organization based in Washington, D.C. It has served the museum profession since 1906.

Important Bell Given to Museum

By family tradition the ship's bell (*right*) was removed from the coasting schooner *Sadie & Lillie* after she was lost on the ledges of Pemaquid Point September 17, 1903. Captain Willard C. Harding was the sole casualty. The bell descended through the Harding family by marriage to the donor, Wilma Voss of New Harbor, Maine.

It must have come to the schooner second-hand, because the engraving on it clearly reads *G.R. Skolfield 1885*, linking it historically to the ship *George R. Skolfield*, last in the long line of square-rigged "Down-easters" launched by the Skolfields of Brunswick, Maine for their own interests. The ship was built in 1885. How the bell signed off the *George R. Skolfield* and joined the *Sadie & Lillie* is not known.



SLOPS WANTED! *(Wish List)*

small vacuum cleaner
stationary sander
9v. (or bigger) cordless drill
cotton diapers
clipboards
wooden rulers
craft paint
lime (4 acres worth)
loam (12-14 cubic yds.)
library cart
box compass

small trailer for yard work
utility shelf cart
double-pot coffee maker
(for regular and decaf)
final-point-of-sale work-sta-
tion computer unit for the
store

*Please call Tom or Ruth at (207)
443-1316 if you can help out.
Thanks!*

Small Point

Just after 1900 our 26-foot fantail launch *M&M* ferried workers to a sawmill across the Kennebec River from Bath. Returning visitors who have enjoyed seeing *M&M* on the waterfront will now find her in the Mill and Joiner Shop. Over the winter she has been rebuilt and repainted in our Boat Shop.

"Windjammer Days" Features *Eight Bells, Maine*

Two museum boats will participate in this year's Windjammer Days festivities in Boothbay Harbor. Our lobsterboat-launch *Eight Bells* will be near the front of the Antique Boat Parade on June 23, and the pinky-schooner *Maine* will sail in with the windjammer fleet on June 24.

Eight Bells was donated by Andrew and Betsy Wyeth. Andrew's father, illustrator and painter N.C. Wyeth used the boat, and Andrew modelled her in paintings. The *Maine* is a replica of a fishing schooner from the 1830s. She was built in 1985 by the museum Apprenticeship and continues to serve as our waterborne goodwill ambassador. This year her rigging—including deadeyes—has been replaced and upgraded under the supervision of Boat Shop Manager Will West.

Additional Windjammer Days festivities are planned, featuring a grand fireworks display on June 24. For more information call the Boothbay Harbor Chamber of Commerce, (207) 633-4743.

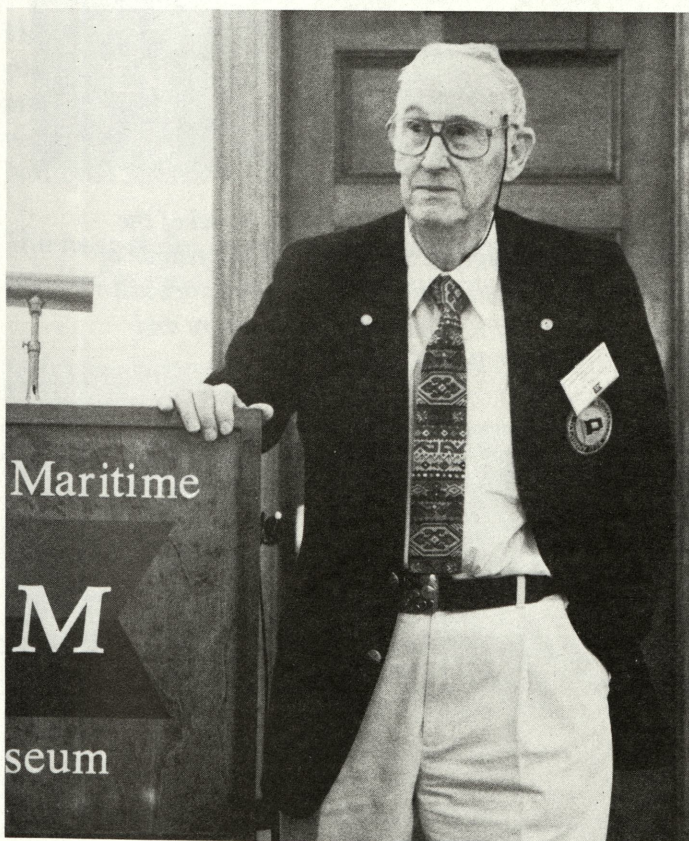


Don't Let Us Sail Without You!

Support MMM by Becoming a Member

Individual	\$25-49
Family	\$50-124
Sustaining	\$125-249
Patron	\$250-499
Shipwright	\$500-999
Downeaster	\$1000+

**Please send us your check or call our
Membership Office at (207) 443-1316**



Small Point

The Oxford Companion to Ships and the Sea defines the rhumb line as a line of constant course. On a plane surface it is a straight line between two points.

Symposium Treat—Few would argue that the "star turn" of the 1998 Maritime History Symposium was Captain William E. (Bill) Abbott of Belfast, Maine. Bill followed his father's occupation to become a Penobscot Bay and river pilot. To date they have nearly 100 years of experience between them. He regaled the Symposium crowd with tales of Maine seafaring as it used to be.

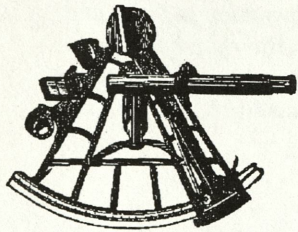
The Symposium is one of the programs available at a reduced rate to museum members: consider a membership today and don't miss out next year!

— Photo by Chris Bauer



NEW! MMM woven silk ties with the museum burgee repeated in the design, in dark blue silk \$25. Wooden writing pens hand-crafted from pieces of our maritime heritage – the lobster boat Hustler, lobster traps, and the granite barge Edith from \$19 to \$30 (wooden gift boxes available \$9). Hand-held spyglasses \$179.

We stock a variety of optical instruments to bring a focus to Father's Day, or any day! Desktop and floor-tripod telescopes inspired by 18th and 19th-Century designs combine the grace of the past with modern optics: lacquered brass, mahogany base, 25X-power precision optics – 18" desktop model \$770; 5-foot floor tripod model \$1,200.



Swift Instrument marine and long-range binoculars \$99-190. Replica antique (\$280), and modern Astra IIB Deluxe (\$460) sextants offer even more optical choices.

Orreries are back! These models of our planetary system were popular 18th-Century desktop items. We now offer an intriguing historic reproduction featuring more than 130 hand-made plated brass components. Triple-gear systems keep the earth and moon in their proper places--but be aware, the 18th Century predated the discoveries of Uranus and Pluto! \$750.

Mariners Attention! We are now a NOAA-authorized chart agent. Nautical charts of our region are now in stock, West Quoddy Head to Portsmouth. Special orders gladly filled. \$14 each.

News In Store

Father's Day is upon us: here are some of the newest ideas from our store to celebrate your favorite Dad, including the handsome new Maine Maritime Museum tie he'll be proud to wear, and a wide range and variety of optical and navigational instruments he'll use to find a course to steer by.

Remember that members of Maine Maritime Museum receive a special 20% discount on all purchases in the Store.



Red Robertson's impressive half-hull model of the Kennebec River tugboat Seguin leads the parade of decorative half-models in the store. They are built "from scratch" by Red and other volunteers and staff at the MMM Boat Shop. \$1,800.

Volunteers are urgently needed to staff the Museum Store and ensure a quality experience for our visitors. Half-day each week would be a huge help. Two volunteers per daily shift are needed in the store and at the admissions desk.

We need more out-of-print and used maritime titles: a sincere thanks to Chad Smith for his recent donation to establish this new collectible book section!

A Remarkable *Kearsarge* Model Comes to Maine

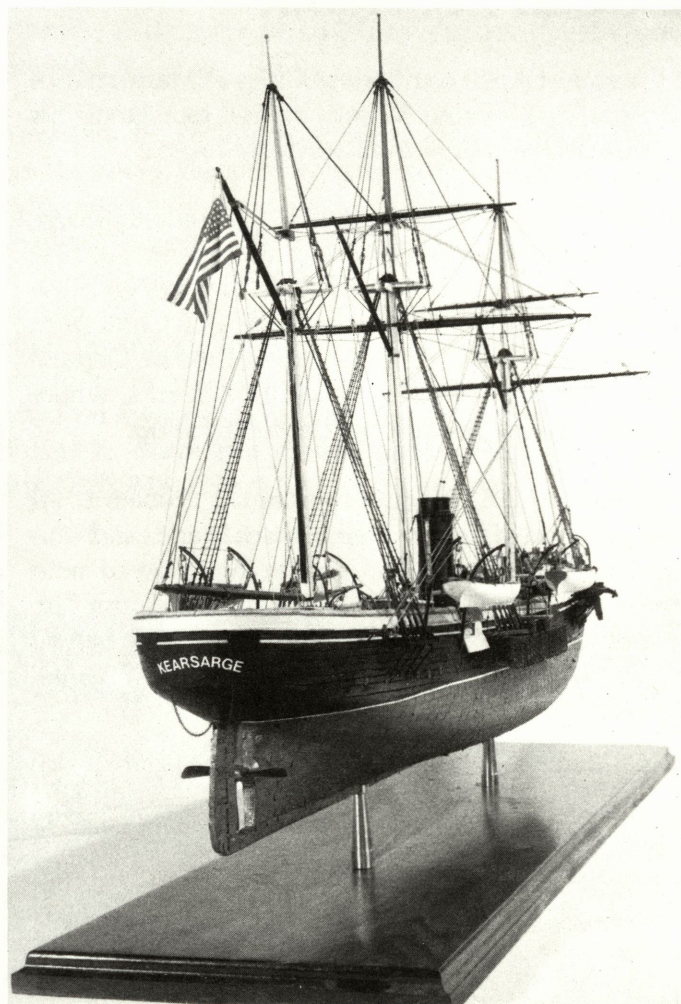
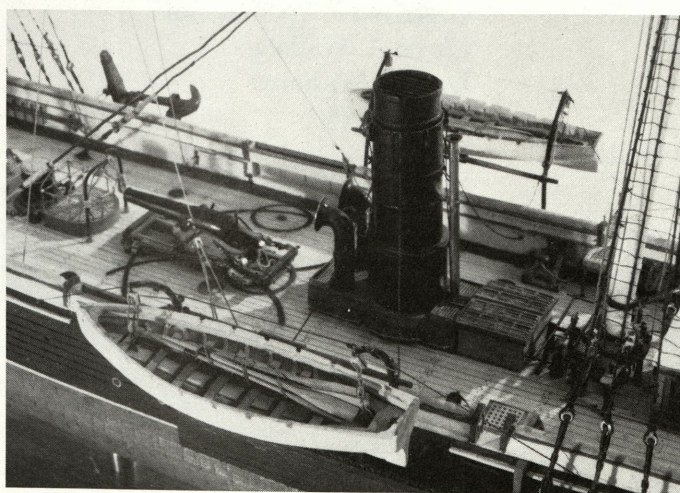
Each year the museum invites a speaker of merit to present the George L. Fitzgerald and John M. Conley, Jr. Maritime History Lecture. This lecture series was endowed through the generosity of the law firm of Fitzgerald, Conley and Haley P.A. in 1986.

The 1998 Conley Memorial Lecturer was Arthur C. Roberts, a medical doctor and maritime scholar whose avocation is Civil War-era naval armament and ship-building. Dr. Roberts's June 5 presentation at the museum brought to light important data about the development of naval tactics and ordnance during this period. He focused on the geopolitical circumstances attending the famous sea-battle between the U.S.S. *Kearsarge* and the Confederate commerce cruiser *Alabama* off Cherbourg, France in 1864.

While at the museum Dr. Roberts presented us with his outstanding model of *Kearsarge*. The original ship was built at the Navy Yard in Kittery, Maine. He spent thousands of hours over five years in research and construction. His model is thought to be the only one extant that accurately depicts the ship as outfitted during the Civil War. After the battle she was altered, and most contemporaneous models and paintings show these changes.

He created the model by "working backward" from plans of the ship drawn for extensive refits in 1870 and again in 1888, from photographs taken just a few weeks after the battle, and from documents in the National Archives and elsewhere.

The near-shore duel between *Kearsarge* and *Alabama* resulted in the sinking of the Confederate ship. Their



engagement was witnessed by many picnickers who enjoyed lunch on the sea cliffs while the two ships circled each other firing their guns. One of the witnesses was the impressionist artist Edouard Manet, who made a painting of the scene offshore.

Dr. Roberts was raised in St. John, New Brunswick. He is a descendant of builders of the famous clipper ship *Marco Polo*. He now lives in Colorado Springs where he is in private practice in neuropsychiatry. He has authored two books on head injuries. The museum is indebted to him for his generosity in donating this unique model.

On the Weather Deck—Note the extensive amount of detailing built into *Kearsarge*. Five years of research and construction were invested in order to finish the model.

—Photos by Richard Edie

Norm Kenney Changes Badges . . . Again

At the end of April our tireless Chief of Maintenance and Security Norman Kenney retired to take up his assignments as a new museum volunteer.

For Norm, a Bath native and 1951 graduate of Morse High School, this was his second retirement. His first came in 1981 when he retired after 30 years with the Bath Fire Department. He served as Fire Chief from late 1972 until 1981. Prior to joining the Fire Department he worked briefly for Bath Iron Works, where his father-in-law headed the carpentry shop.

In November 1981 Norm began at the museum. At the suggestion of his Fire Department friend (and Museum Trustee) George McCabe he interviewed with Interim Director George Miller, who hired him "on the spot" to care for three museum properties: Sewall House, Winter Street Church and the Percy & Small Shipyard.

To celebrate his recent change of status trustees, staff and volunteers gave Norm a noontime potluck party complete with a cake decorated with an anchor. His wife Ginny, who also volunteers many hours for the museum was asked if it would require an adjustment to have Norm around the house each day. She laughed brightly and answered, "I've waited 47 years for this!"



Truth to tell, Norm's here often, volunteering on a variety of much-needed projects. When he's not here he often can be found tending a fishing pole alongside a favorite pond, or planning the restoration of a vintage Ford truck with his son. Whatever he does, we wish him all the best!

Welcome Aboard!

New Members Jan. - May 1998

Dr. Dan Aguilar
Gail Aseltine
Mr. & Mrs. Joel R. Bagley
George E. Barrett
Barbara R. Baylis
Paul A. Berry, Jr.
Ron & Carol Beyna
Gordon & Beverly Bigelow
Charles P. Bolton
Patty, David, & Rachel Bourget
Jeff Brown
Joshua H. Brown
John D. Bubier
Lawrence D. Caney
Edward W. Coffin
Kathryn S.B. Davis
Robert Drew

Clyde & Jeanette Emery
Carol Fenn
David & Kaye Flanagan
Bart Forbes
Dr. Orton D. Frisbie
Bart Furey
Gerard J. Gagne
Ed Gehrke
Lorren S. Gibbons
Dana E. Gilliam
Mike Good & Nancy Helland
Sharon & Ron Groger
William A. Haskell
David M. Johnson
Frank & Peggy Klein
Ken Martin
Don McGinnis
Vernon E. Midgley
Jennifer Morris
Mark Nowakowski

Ronald H. Peabody
James B. Pickett
Donna Richardson-Gray
David William Ruddy
Barbara Schroeder
Bob Sharp
Gretchen P. Vasiliauskas
Lloyd A. Wallace
Donald Williams
C.B. Wilson

Members Please Note: Many addresses in Maine are being changed. To assure speedy delivery of The Rhumb Line and other notices please check the mailing label on this issue and notify us of any changes in your post office-approved address.

ShowHouse, continued from p. 1

On April 17 nearly 200 guests attended the "Bare Bones" party at Donnell House to view the building in its "before" state. Renovations to the structure have been ongoing for several months. Partitions and closets that had been installed since the early 20th Century were removed. HVAC atmospheric controls, ultraviolet shielding, a new roof and a sophisticated security system are now installed. The second-floor kitchen has been removed, and the two rooms downstairs on the southwest corner have been returned to their original configuration as a double parlor.

Designers have now begun their part of the assignment. Rooms have been designated to various designers. Their design schemes will reflect a charming view of the life of a shipbuilding family during the period of Bath's greatest commercial prosperity. Furnishings in the house will include objects from

the museum's historic collections and from private parties, and others provided by the designers themselves.

Donnell House was built in the 1860s and may have incorporated features from an earlier dwelling on the site. For many years it was the home of shipbuilder William T. Donnell, who constructed large three- and four-masted schooners in his shipyard behind the house. The house was Victorianized in an Italianate style during the 1890s. Donnell House is located just north of the museum's historic Percy & Small Shipyard on lower Washington Street, one mile south of Route 1. More information can be obtained by calling (207) 443-1316.

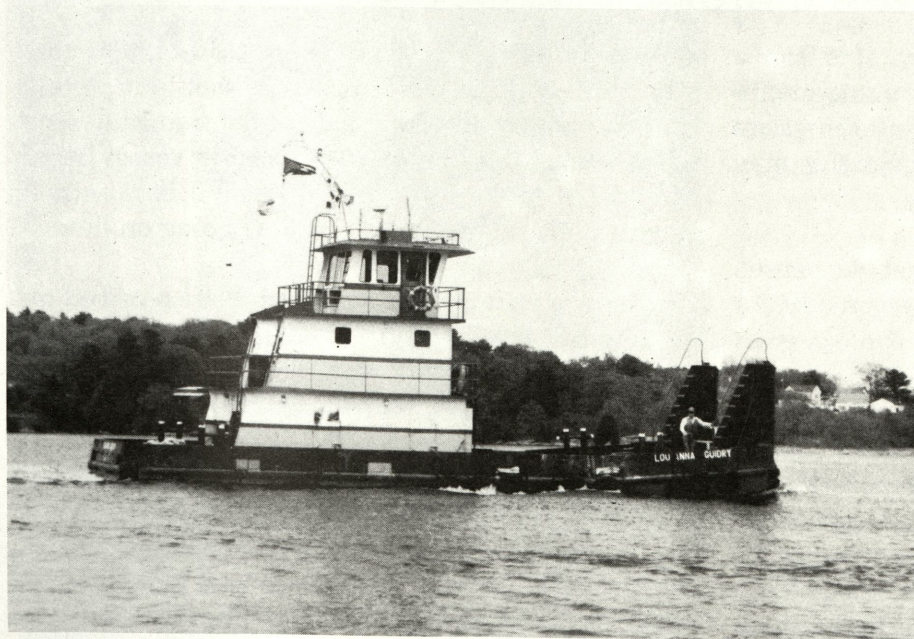


Small Point

Shipyard demonstrations have begun in the historic Percy & Small Shipyard. Come learn more about lobstering (Sundays), navigation (Mondays), sea songs (Tuesdays), sea stories (Wednesdays), fish processing (Thursdays), treenail making (Fridays) and schooner launchings in our model launch tank (Saturdays).

Matching Contributions *Matching Contributions*

Contributions, and in some cases membership dues are matched by many corporations. However, the museum has to be approved for matching funds and then apply for each match as the gift is received. If you are employed by—or retired from—a company that has a matching program please let us know by calling the Membership Office at (207) 443-1316.



History in the Making—The Lou Anna Guidry has become a familiar sight on the Bath waterfront this year. The Florida-based tug and pushboat is assisting with construction of the new Route 1 highway bridge over the Kennebec River. She and the local tug Hendricks Head can be seen at work almost every day.

We are planning a Tugboat Rally for a weekend date in early August. Watch for announcements in the weeks to come. Nothing is more fun than an on-the-water muster of tugboats and those who work on them and love them!



Another Puzzler from the Library

This image is a fairly complete mystery. It is from a stereo view, has a Maine look to it, but has no identification at all. It almost looks familiar, but things are not quite right. It is a busy shipyard scene that may include two or three shipyards, in fact.

In the foreground is a keel for a sizeable vessel, stretched on keel blocks and seemingly ready for framing to begin. Even closer to the camera is an upright for some staging in which the photographer is standing. Beyond is a Kennebec-type scow sloop at the wharf, and buildings that look large enough to be warehouses along with fulfilling shipyard functions. On the wharf in front of the right end of the longest building are piled bales of something dark - oakum? On the other side of the wharf are two schooners loading or discharging. Beyond the buildings is

another building slip, with a new vessel under construction: a large, full-bodied vessel completely framed out. On the other side of the frame are seen what seem to be the masts of a new vessel being rigged - it looks like a three-masted barkentine. Where is it, and when, and what is going on there?

Last issue's puzzler--No responses were received regarding our photograph of a mystery ship (the first time *that's* happened!), so we will have to wait, and keep our eyes and ears open.

Small Point

The 142-foot Grand Banks fishing schooner *Sherman Zwicker* was built in 1942 at Smith & Rhuland's yard in Lunenburg, Nova Scotia. She will be at MMM and open to visitors through most of the summer.

What are these people doing?—
"Time" has just been called in a sardine-packing race, that's what! To liven up the winter months the Education staff organized a "Maritime Olympics" as part of the February Vacation Camp. Children from around Maine competed (below) to see who would win the title of "World's Fastest Packer."

Grown-ups competed, too. The odds-on favorite in the adult division was MMM Trustee Dick Klingaman, if only because he's President and CEO of Stinson Seafood. Despite his expertise Dick was edged out by our Education Officer Ellen Conner. Ellen's on the right in the photograph, joined by her sister Janet (center) and Ann Nixon (left).

— Photos by Ruth Maschino



Eighth-grade Students Become Boatbuilders at MMM

How many American schools can proudly boast that an *entire* class is working together to build a boat? It's happening in Bath, where the South Bristol, Maine eighth grade devotes a semester to designing, building a half-hull model, and constructing a small boat—this year, two boats.

The students are completing two 9'6" V-bottom skiffs known as *Martha's* tenders. After the boats are launched in South Bristol one will be raffled by the school to support this innovative boatbuilding program next year.

The project is supervised by Boatshop Manager Will West and his crew of talented volunteers, with the enthusiastic cooperation of teachers Joseph Ahern and Suzy Warner. The Spring '98 crew, shown on the back page are (*left to right*) Leah Plummer, Hannah Farrin, Shane Parker-Kast, Chelsea Warner, Suzy Warner (teacher), Alden Colby, Joseph Ahern (teacher), Matt Eugley, Sean Rendall, Tommy Carrothers and George Ganson. Michael (M.J.) John is not shown.



Eighth-grade boatbuilders at MMM Boat Shop (see page 11)

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